

and all day we will be in grave danger of another attack. I do not envy Ralph his job. The manner in which the destroyers rolled and tossed must give an uncomfortable feeling all the time. We do not know whether the submarine was destroyed or not. The information is not given out. I hope it was.

When the first shock came (which proved to be a depth charge) I thought the ship had been struck. It sure did jar us. The captain left his cabin the same time I left mine and he called to me, "The submarines are after us." I thought he said "The submarine has *got* us." You can imagine I was somewhat excited. I had life belt on in a few seconds and was out on deck where I could watch the troops. The call to the boats was answered promptly and without confusion. I felt proud of the men. All the morning we have been scanning the water for periscopes. About noon we came close to three black objects, which turned out to be "mine" floats and the ship hoisted the signal, to warn the others to look out for mines. One of the destroyers after firing the depth charges dropped behind to find out their effect. We do not know what she reported when she came up. About 2 p. m., a cigar shaped flying machine joined us and is now assisting in the lookout for submarines. A second one joined us at 3 p. m. and they stayed with us until 5 p. m. Land was first seen about 11:30, the west to southwest coast of Wales. Smell's lighthouse was next visible. Going up the Irish Sea, the land becomes nearer and by night we shall be within fifteen to twenty miles of land on each side. It is a strange feeling that comes over me as I see for the first time the "Motherland." It is the home of all your people and mine. My first visit is to join with my kin in fighting a common enemy. Tell Joe about it. The British and the Americans are fighting together as one people. It will do us a lot of good.

One more anxious night and the first of the trip to the scene of action will be over. What is before us we do not know, nor where we are going. Will probably get orders in the morning. I stayed up till 12:30. Made three tours of the deck during that time. A very unpleasant occurrence happened last night. The order from the flagship was that no lights whatever were to be shown. Some one turned on the high stern light (which had not been lit during the whole trip). One ship called our attention to it and it was turned out; later it was turned on again and the cruiser signaled over that the